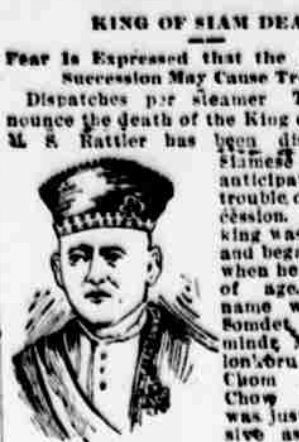


# FOR THE EAGLE.

A Collection of News from All Over the World.

A Feast of Political, Commercial and General Intelligence, Thoroughly Sifted for Eagle Readers.



KING OF KOREA.

**KING OF KOREA DEAD.**  
 Fear is expressed that the question of succession may cause trouble. Dispatches from Seoul announce the death of the King of Korea. The late King was 71 years old and had reigned for 35 years. He was a weak man, and his reign was marked by the influence of Japanese advisors. He died of a heart attack while on a tour of the country.

## CHINA CAN HORROW.

Foreign Bankers ready to furnish plenty of money.

The financiers of London, Berlin and other capitals of Europe are eagerly discussing the proposed Chinese loan. The loan is to be for the purpose of improving the Chinese railway system. The loan is to be for the sum of 500 million taels. The loan is to be repaid over a period of 50 years. The loan is to be guaranteed by the Chinese government.

## HOWARD SHIPS TO CANADA.

Founder of a New Religious Order Finds Duplicates in Virginia.

The Grand Jury of Fairfax County, Virginia, has returned two indictments against Dr. Granby Stanton Howard. Dr. Howard is the founder of a new religious order called the "Church of the New Dispensation." He is accused of fraud and of obtaining money from his followers by false promises.

## Five Persons Instantly Killed.

Shortly before 7 o'clock on Wednesday evening a north-bound passenger train on the Paducah, Tennessee and Alabama Railroad ran into a wagon load of young people who were just starting for church, near Paris, Tenn. Two Misses Ray, a Mr. Ray and two Misses Harman were instantly killed and a boy, Ray, was dangerously hurt. The train was crossing the railroad at a steep grade, when the horses became frightened at the train and ran down the track into a cattle pen, where the train overtook them, with above results. Charles Ritter, an experienced and careful engineer, was in charge of the train.

## Hought by the Illinois Central.

The Illinois Central Railroad, after Sept. 1, will operate and own the Chesapeake, Ohio and Northwestern system. The Illinois Central will use that portion of the road from Fulton, Ky., to Memphis, Tenn., as a main line along with the Yazoo and Mississippi Valley, over which the fast freight and through passenger trains will pass from New Orleans to Chicago instead of through Jackson, Miss., and Jackson, Tenn. The entire line was purchased, it is said, for \$50,000,000. It was valued at \$15,000,000.

## Murdered by Japs.

A dispatch to the London Times from Shanghai says that the court of inquiry has established the fact that the commander of the Japanese warship Naniwa ordered the destruction of the drowning men from the Chinese transport Kowshing, which was sunk by the Japanese. The dispatch says that Vice Admiral the Hon. Sir E. R. Fremantle, in command of the British China station, is collecting detailed evidence on this subject.

## Boatman Callahan Convicted.

At New Orleans, City Councilman John T. Callahan was convicted of receiving a bribe and was immediately committed to the parish prison by Presiding Judge Hodge. The penalty for his crime is not less than one year and five years of hard labor in the state penitentiary and a fine of not less than \$50 nor more than \$5,000. His conviction has struck dismay into the hearts of the city ring politicians, of whom he was one.

## Cholera Still Prevails.

A dispatch from Berlin says that isolated cases of cholera continue to be reported from different parts of East Prussia, especially Landsberg, but the only place where the disease has assumed an epidemic form is in the village of Niedzwiedzen, where there has been a total of sixty-seven cases and twenty-one deaths.

## Title of Battle Turns.

Advices from Shanghai via London state that the Japanese were defeated by the Chinese in two engagements at Pina Yang, and driven back eleven miles with a loss of over a thousand.

## Paid for His Folly with His Life.

A large crowd of people assembled at Sherburne, Minn., to witness a balloon ascension and parachute leap by Professor T. Ward. As the balloon was about to ascend Lee Palmer, of Jackson, seized a rope and was carried up about 150 feet, when he fell and was killed.

## Actor Curtis' Big Deal.

M. R. Curtis, the actor, has just closed a real estate deal involving about \$1,000,000. M. R. Curtis has traded the Hotel Driskill, at Austin, Tex., for 6,000 lots at Lakewood, N. J. M. R. Curtis will build a hotel on his newly acquired property, and will probably make it his home.

destitute families. In town, the Governor went up and down Fulton avenue and into the dwellings of the poor, where two and three families live in three rooms, destitute of the necessities of life. He saw a man, or, clinging to their skirts, told him to get up and work. Men with haggard faces and wild hair in their eyes, told the Governor their families had eaten nothing but potatoes and coffee for days, and that in many cases they were compelled to beg the potatoes. Others told the Governor they were eating nothing but bread and butter, or such food as they could beg from neighbors more fortunate than themselves. "There must be at least 600 starving families in Pullman, not counting strikers who live in Roseland and Kensington," he said, after his tour of the tenements was completed, and he had interviewed the officials on the number of old men lately taken to the workhouse. "Something must be done for them at once, or many will die of starvation. The conditions are much worse than I expected to find."

## BUSINESS OF THE RAILROADS.

Increase in Mileage Small—Many Systems Greatly in Debt.

Poor's Manual occupies a unique position as the guide to knowledge concerning conditions and operations in the railway world. The advance sheets of the introduction, which is in the nature of a summary of the year's business, are at hand. Here are a few of the salient points of the summary: The total liabilities of the roads were \$11,443,880,892. Of this amount the capital stock was \$5,000,000,000; the funded debt, \$5,570,292,513; the unfunded debt, \$843,951,389; and the current debt, \$834,231,872. The aggregate assets were \$11,443,880,892, arrived at as follows: Cash, \$1,000,000,000; bonds and other investments, \$1,000,000,000; real estate, stocks, bonds and other investments, \$1,000,000,000; current accounts, \$247,002,310. The excess of assets over liabilities was \$1,000,000,000. The total mileage of the railway lines of the United States for 1903 is given as 177,750 miles, an increase of 2,549 miles only over the preceding year. The increase is as follows: Pennsylvania, 4,400; Texas, 8,185; Kansas, 8,931; Ohio, 4,559; Iowa, 8,511; New York, 8,111; Michigan, 4,402; the New England States, 5,019. The earnings for the fiscal year of 1903 are given as \$1,222,818,390, of which amount \$804,400,000 came from the freight and \$418,418,390 from passenger traffic. The operating expenses were \$858,927,181, leaving net earnings of \$364,391,209. To which were added miscellaneous receipts \$111,288,482, making total available revenue \$475,679,691. The total sum left for dividends on stock being \$95,337,651.

## Defendants in Tarney Case Free.

The Tarney outrage cases ended in a farce in Justice McCook's court at Colorado City, Colo. District Attorney Cochran appeared before the court and asked that the cases be dismissed for the reason that the evidence in the cases had been received by the grand jury, which had failed to find true bills against the defendants. The court granted the motion. Not a person from Denver who had been interesting himself in the prosecution was present.

## Ohio Fusion Candidates Named.

At Columbus, O., the fusion convention of the Populists and organized labor nominated the following Ohio tickets: Secretary of State, Charles R. Martin; Judge of Supreme Court, E. D. Stark; Commissioner of Common Schools, M. J. Flannery; member of Board of Public Works, Joel S. Stewart; Jacob A. Coxey, of commonwealth fame and John McBride, President of the United Mine Workers, were present, and McBride addressed the convention.

## Adverse Report on a Nomination.

The Senate Committee on Judiciary has made an adverse report to the Senate on the nomination of James B. Porter to be United States Judge of the Eastern and Middle Districts of Tennessee. It is understood that the opposition is based on the ground that Mr. Porter, while a resident of the State, lives outside the district over which he was appointed to preside.

## Fatal Wreck on the Wabash.

About midnight Sunday night freight train No. 97 on the Wabash Railroad struck a horse two miles west of Jonesburg, Mo., resulting in the ditching of the locomotive and nineteen cars and the killing of Engineer C. Fulton, of Moberly, Mo., and the death of the engineer, Bill Miller, William Andler and J. Thompson.

## Searching in an Old Mound.

Further search in the Amboss mound, near Columbus, Ohio, brought to light a number of implements made of stone, and what was the most valuable find of all, an earthen vessel, made of clay and burned, with a capacity of about a gallon. This is perfect preservation, but unfortunately was broken in getting it out.

## Hong Kong Plague Abating.

Hong Kong advises say the plague appears to be abating rapidly, though danger is not apprehended from the action of the sanitary board in allowing the return of a large number of coolies from the colony. The number of deaths from the plague in Hong Kong since the outbreak in May up to date is reported as 2,472.

## Sisters Not Recognized.

Supreme Chancellor Blackwell, of the Knights of Pythias, has decided against recognizing the Pythian Sisters.

## Removed the \$5,000 Limit.

The New York Constitutional convention has decided to remove the \$5,000 limit for damages by loss of life.

## MARKET QUOTATIONS.

		CHICAGO.				CINCINNATI.						DETROIT.				TOLEDO.						BUFFALO.				MILWAUKEE.						NEW YORK.	
Western		CATTLE—Common to Prime.		\$3.70 @ 5.25		CATTLE—Common to Prime.		2.80 @ 4.60		CATTLE—Common to Prime.		2.80 @ 4.60		CATTLE—Common to Prime.		53 @ 54		CATTLE—Common to Prime.		53 @ 54		CATTLE—Common to Prime.		53 @ 54		CATTLE—Common to Prime.		53 @ 54		CATTLE—Common to Prime.			
champion-		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.		4.00 @ 5.00		HOGS—Shipping grades.			
		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.		2.00 @ 3.00		SHEEP—Common to Prime.			
		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.		54 @ 55		WHEAT—No. 1 Red.			
		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.		53 @ 54		WHEAT—No. 2 Red.			
		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.		52 @ 53		WHEAT—No. 3 Red.			
		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.		55 @ 56		WHEAT—No. 1 White.			
		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.		54 @ 55		WHEAT—No. 2 White.			
		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.		53 @ 54		WHEAT—No. 3 White.			
		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.		56 @ 57		WHEAT—No. 1 Yellow.			
		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.		55 @ 56		WHEAT—No. 2 Yellow.			
		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.		54 @ 55		WHEAT—No. 3 Yellow.			
		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.			
		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.		56 @ 57		WHEAT—No. 2 Mixed.			
		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.			
		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.		58 @ 59		WHEAT—No. 1 Extra.			
		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.		57 @ 58		WHEAT—No. 2 Extra.			
		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.		56 @ 57		WHEAT—No. 3 Extra.			
		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.			
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		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.			
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		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.		54 @ 55		WHEAT—No. 1 Standard.			
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		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.		57 @ 58		WHEAT—No. 1 Mixed.			
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		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.		55 @ 56		WHEAT—No. 3 Mixed.			
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		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.			
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		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.			
		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.			
		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.			
		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.		57 @ 58		WHEAT—No. 3 Super.			
		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.		60 @ 61		WHEAT—No. 1 Choice.			
		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.		59 @ 60		WHEAT—No. 2 Choice.			
		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.		58 @ 59		WHEAT—No. 3 Choice.			
		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.		57 @ 58		WHEAT—No. 1 Prime.			
		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.		56 @ 57		WHEAT—No. 2 Prime.			
		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.		55 @ 56		WHEAT—No. 3 Prime.			
		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.		59 @ 60		WHEAT—No. 1 Super.			
		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.		58 @ 59		WHEAT—No. 2 Super.							